

# President Reviews Great Land Parade and Warship Fleet

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## AMERICA ASKS NOTHING FOR HERSELF EXCEPT WHAT SHE HAS A RIGHT TO ASK FOR HUMANITY---WILSON SPEECH TO-DAY

### THE PRESIDENT REVIEWING THE GREAT NAVAL PARADE



F.D. ROOSEVELT, THOS. ROUSSEAU, JES. TOMLIN, G. MCANERY, PRES. WILSON, SEBY DANIELS

### WILSON REVIEWS 8,000 MEN FROM BATTLE FLEET AS BIG THROG CHEERS

#### Demonstration for President at Luncheon Given by City—Big Guns Roar as Battle Fleet Is Reviewed.

Rain and cold winds had no effect upon the warmth and patriotism of the reception given to-day by the people of New York to President Wilson and the officers and men of the fleet.

All the time he was in sight of the immense crowds that thronged the streets the President was cheered almost deliriously. His reception at the luncheon at the Biltmore Hotel this afternoon was a terrific ovation. There he made the only speech of the day.

The daylight public festivities wound up with the review of the fleet this afternoon and hundreds of thousands stood in the rain along the west side pierheads and on the sloping slopes of Riverside Park and Washington Heights to cheer as the Mayflower steamed around the fleet to the accompaniment of booming cannon.

The magnificent tribute to the President began at the moment he stepped ashore from the Mayflower at the foot of West Forty-first Street. The vicinity was jammed with men and women who paid no heed to the drizzle that soaked them to the skin.

All the way across town to Fifth Avenue the President was cheered by enormous crowds. The rain made no difference to him or to them. The rolling of the cheers was like the rolling of thunder for volume.

As Mr. Wilson dismounted from the car at the entrance to the reviewing stand at Forty-second Street and Fifth Avenue, it seemed as if every police whistle for half a mile around gave a long, shrill blast, and in the midst of that din there arose a tremendous roar of cheering. It lasted for more than a minute. The President seemed deeply affected as he raised his hat, bowed gravely and ascended to his place of review.

The head of the parade had been halted unaccountably at Fortieth Street, and when the Presidential party was in place a signal was given that started it again.

Trumpets blared, and the bands burst into the strains of a triumphal march as the column came on.

There was a little rain, but no one seemed conscious of it. Officers and men swung by at salute with the

jaunty, rolling gait of the Jack shore. They looked as fit as fighters. The crowd went wild with appreciation.

**CARRIED ON A WAVE OF ENTHUSIASM.**

At the close of the review the President was carried on a wave of enthusiasm from the reviewing stand to the Hotel Biltmore. In that short ride of five blocks he was cheered by hundreds of thousands who seemed almost to worship him. Their joy was almost hysterical.

As the end of the parade swung past the stand Mr. Wilson came down the steps to his car. The rain was falling briskly and the air was cold. But the crowds on every side that jammed the sidewalks so that some were almost suffocated set up a cheer

(Continued on Second Page.)

### EIGHT BIPLANES BATTLE IN THE AIR WITH A ZEPPELIN

#### German Machine Attacked and Damaged After Raid to British Coast.

LONDON, May 17.—In a spectacular battle far above the clouds over the English Channel eight English naval aviators from the Dunkirk station attacked and severely damaged one of the Zeppelins that bombarded English coast towns along the Downs early to-day, dropping forty bombs.

Official despatches to the Admiralty brought word of the thrilling air fight. The aviators, it was officially announced, were subjected to a heavy fire from the airship's machine guns, but escaped without casualties.

The Zeppelin was first attacked by English aviators along the British coast and driven out to sea near the West Hinder Lightship. Wireless messages to the British aviation camp at the French seaport of Dunkirk brought eight naval biplanes dashing to the attack above the channel.

Three aviators closed in about the Zeppelin, firing at close range. Two others tilted into the clouds until they were directly over the big dirigible, which sped eastward at 40 miles an hour.

The aviators began dropping bombs at the Zeppelin from a height of 200 feet. One bomb crashed through the huge gas atom and immediately a large column of smoke arose through the clouds. The crew of the dirigible quickly began throwing out bags of ballast and she rose to a height of 11,000 feet, tail downward and apparently drifting helplessly high in the clouds. The commander of the flying corps wireless the Admiralty that he had every reason to believe the Zeppelin was so badly damaged she would be unable to make land.

CALAIS, France, May 17.—A Zeppelin, coming from the Channel, flew over Calais last night. It dropped bombs on various quarters of the city, killing two children and wounding one woman. The property damage was slight.

After its raid the Zeppelin sailed away in the direction of the sea.

### LUSITANIA AND GULF LIGHT CASES DIVIDED BY GERMANY

#### Berlin Reported Ready to Make Full Amends for Attack on American Ship—Reply to Be Pacific.

BERLIN, May 16 (via The Hague).—Germany's reply to the United States note will draw a distinct line between the Gulf Light and the Lusitania incidents. It can be stated on the best authority that so far as the Gulf Light is concerned the reply will leave nothing to be desired by America. Every possible reparation will be offered in the hope of eliminating this incident from the controversy.

Neither American citizens here nor the German press expect that the German reply will be of a nature to cause a crisis. In the absence of even unofficial statements or discussion of the note at the German Foreign Office, the most interesting fact available is the obvious air of optimism, apparently based on the belief that America has not yet, but ultimately will, get and give consideration to Germany's point of view.

The apparent lack of resentment and the acceptance by the Foreign Office of America's protestation of friendship is reflected in the press commenting on unofficial outlines of the note, and coupled with regret that America does not recognize that Germany's submarine warfare against merchantmen is an act of self-defense against England's starvation assault on German non-combatants.

Abandonment by Germany of submarine warfare is not taken seriously here. Instead, Germany will endeavor to show America that the suggestion amounts to asking Germany to abandon her most effective weapon—one which may decide the ultimate issue for her—rather than put American travelers to the inconvenience of using American ships only.

WASHINGTON, May 17.—One of the most significant developments of the present situation is the deluging of the White House with letters and telegrams—many of them from prominent Americans of German lineage—pledging support to his policy, as enunciated in the latest note to the German Government. Over Sunday

The World Travel Bureau, Agents for all Countries, Europe, Asia, Africa, and South American, 200 Park Ave., N. Y. City. Ticket office for all countries, Europe, Asia, Africa, and South American, 200 Park Ave., N. Y. City. Ticket office for all countries, Europe, Asia, Africa, and South American, 200 Park Ave., N. Y. City.

### REPORTED ARRIVAL OF KARLSRUHE AN ERROR

#### Captain of the Orifina Mistook the British Berwick for German Sea Raider.

OLD POINT, Va., May 17.—The Hampton Roads cities were greatly excited this morning by a rumor that the German protected cruiser Karlsruhe was near the Virginia Capes. But the warship sighted and reported by the Donaldson liner Orifina as the German ship proved to be the British cruiser Berwick, which was heading down the coast. The tug Paul Jones, arriving later, reported the Berwick about ten miles off the Virginia Capes.

### BERLIN STILL INSISTS LUSITANIA EXPLODED

#### British Losses, Outside of Warships, to Date 400,028 Tons, London Admits.

BERLIN, via wireless to Sayville, L. I., May 17.—Commenting on the Admiralty's official statement that an internal explosion of ammunition caused the Lusitania to sink rapidly, the Berlin Tageblatt today said that section 8 of an American law enacted in 1882 fitted the case of the Lusitania exactly.

This law, according to the Tageblatt, provides one year's imprisonment and a fine for every captain carrying aboard explosives or gunpowder aboard passenger ships. The Tageblatt said this statute should show clearly where responsibility for the loss of life in the Lusitania disaster rested.

The Berlin press continues to express surprise at the complete failure of the London and Liverpool authorities to protect the Lusitania.

### THAW'S TRIAL DELAYED BY ABSENCE OF WIFE

#### Jury Test of His Sanity Postponed Until She Returns to City.

The absence from the State of Evelyn Nesbit Thaw and Susan Merrill, a rooming-house keeper, who are both material witnesses against Harry K. Thaw, and the filing of an appeal to the Court of Appeals by the Attorney-General to-day resulted in a postponement of the Thaw sanity test.

## NO NATION'S HONOR QUESTIONED, SAYS WILSON AT LUNCHEON

### President Gets Enthusiastic Greeting at Biltmore and Lauds Daniels in Speech Telling of Purpose of Navy.

### "THE SPIRIT OF HUMANITY ALONE BEHIND US," HE SAYS

That the spirit of this nation is one of service to humanity was the keynote of an address delivered this afternoon by President Wilson at the luncheon given in his honor and to the officers of the fleet at the Hotel Biltmore. He aroused his auditors to tremendous enthusiasm by this statement:

"The inspiring thing about America, gentlemen, is that she stands for nothing for herself except what she has a right to ask for humanity itself. We are privileged to stand for what every nation would wish to stand for."

The President paid a high compliment to the navy and its personnel. The navy, he declared, stands for nothing but the mission of America.

The verbatim report of the President's speech follows:

"This is not an occasion upon which, it seems to me, that it would be wise for me to make many remarks, but I would deprive myself of a great gratification if I did not express my pleasure in being here, my gratitude for the splendid reception which has been accorded me as the representative of the nation, and my profound interest in the navy of the United States.

"That is an interest with which I was apparently born, for it began when I was a youngster and was ripened with my knowledge of the affairs and policies of the United States. I think it is the natural instinctive judgment of the people of the United States that they express their power appropriately in an efficient navy, and their interest is partly, I believe, because that navy somehow is expected to express their character, not within our own borders, where that character is understood, but outside our borders, where, it is hoped, we may occasionally touch others with some slight vision of what America stands for.

### PAYS TRIBUTE TO SECRETARY OF NAVY.

"But before I speak of the navy of the United States I want to take advantage of the first public opportunity I have had to speak of the Secretary of the Navy, to express my confidence and my admiration, and to say that he has my unqualified support, for I have counseled with him in intimate fashion. I know how sincerely he has had it at heart that everything the navy does and handles should be done and handled as the people of the United States wish them handled—because efficiency is something more than organization. Efficiency runs into every well-considered detail of personnel and method. Efficiency runs to the extent of listing the ideals of a service above every personal interest. So that when I speak my support of the Secretary of the Navy I am merely speaking my support of what I know every true lover of the navy to desire and to propose, for the navy of the United States is a body specially trusted with the ideals of America. I like to image in my thoughts this ideal. These quiet ships lying in the river have no suggestion of bluster about them—no intimation of aggression. They are commanded by men thoughtful of the duty of citizens as well as the duty of officers—men acquainted with the traditions of the great service to which they belong—men who know by touch with the people of the United States what sort of purposes they ought to entertain and what sort of discretion they ought to exercise in order to use those engines of force as engines to promote the interests of humanity.

"For the interesting and inspiring thing about America, gentlemen, is that she asks nothing for herself except what she has a right to ask for humanity itself. (Applause.) We want no nation's property; we wish to question no nation's honor; we wish to stand selflessly in the way of the development of no nation; we want nothing that we cannot get by our own